

credibly informed that when these railroads are fully equipped with the necessary rolling stock and the locomotive power, they will be able to carry all the products of that country from Winnipeg and west of Winnipeg to Port Arthur without any difficulty. If they are not in a position to do so, a small amount of aid to the Canadian Pacific Railway would enable it to double track its line; and I have been informed by a railroad expert that a double-tracked railroad would carry six times as much freight as a single track road. That being the case, you can easily understand that there can be no difficulty in the present Canadian Pacific Railway and Canadian Northern removing all the produce of that western country. I am looking forward to the day, not very far distant in the future, when the Hudson bay will afford an outlet for a very large portion of the produce of the western country. I noticed in the press the other day that an expedition is being fitted out at Halifax, under the auspices of the Dominion government, for the purpose of exploring and investigating, and reporting upon the facilities of Hudson bay for importing and exporting goods to and from our great western country. Should they report favourably, we know that Hudson bay is very convenient to a very large portion of that immense prairie country; and any person can easily see that that would be the most feasible route by which the farmers of that section of country could export their products to the markets of the world.

It is not necessary for the House to take my evidence alone as to the means that at present exist in Manitoba and the territories for transshipping the products of that country to Port Arthur. We have had published in the press the statements of Premier Roblin, of Manitoba, in whom I am sure the people of that province have implicit confidence, as has been shown in the provincial election that has recently taken place. His success in managing railroad matters and in increasing the transportation facilities in the interest of the people of that province, was a large factor in securing him in his present position. He took up the railroad question and carried it to a successful issue in the interests of the province of Manitoba, and he has received his reward by being elected for the second time the premier of his province. Now, what does he say? Look at the map of Manitoba, and compare that province with the province of Ontario and the province of Quebec. The wheat-producing area of the province of Manitoba is perfectly grid-ironed with railways. There is no portion of the older provinces of Ontario and Quebec which is as well supplied with railroads as that portion of the province of Manitoba. Mr. Roblin says that we have in the province of Manitoba the Canadian Pacific Railway and the Canadian Northern, which, when fully equipped with the necessary rolling stock and locomotive

power, and supplied by the necessary branches, will be able for many years to carry the increased product of that country to Lake Superior. He says that the people of Manitoba do not favour this other transcontinental railway.

The hon. gentleman who preceded me (Mr. Pringle), gave facts and figures, which he took a great deal of pains to compile and get in proper shape, which would convince any reasonable man that we have now better facilities for the transportation of produce from the west to the east than it is possible to provide by the expenditure of any amount of money in constructing this proposed railway. My hon. friend's figures are incontrovertible. In fact so effective are our present systems, that a great deal of American grain finds its way through Canadian channels to the Atlantic seaboard for export to the old country. My hon. friend went so fully into that question that it is quite unnecessary for me to enlarge on what he has said, or attempt to add any further information to what he has given. Chicago, Duluth and Fort William ship grain to Buffalo, and also to Georgian Bay ports, and thence by rail to Montreal. If we can ship grain from Chicago, Duluth and Fort William to the Georgian Bay ports, and thence on to the Atlantic seaboard, at a much less rate than it can be shipped from these ports to New York or Boston, it is evident that our route is better than the American; and as vessels can make three trips from Fort William to the Georgian Bay ports in the same time that they can make two trips to Buffalo, they are in a position to carry grain at better rates. If the government were to undertake the improvement of our Georgian Bay ports and afford more elevator and warehouse accommodation at Fort William and Port Arthur, our railways could bring the grain to these ports early in the autumn, as soon as the farmers get through threshing, and store it there for shipment. Let the government assist in increasing our elevator capacity at Midland, Collingwood, Depot Harbour and at all these points, and in the fall of the year, before navigation closes, the grain can be carried across the lakes to these elevators and storehouses on the eastern shores of the Georgian bay, and thence be carried by rail during the winter months to the sea-board. And during these same months, the railways west could continue drawing grain from Winnipeg and other points west, and fill up the storehouse accommodation at Port Arthur and Fort William ready for spring shipment. On this point we have the evidence of a very competent authority, Sir William Van Horne. I do not know that he offers any opposition to the construction of this transcontinental railway; but he ventures the opinion that it will be impossible to construct any railway from the east to the west, which will carry out the produce of that